J. A. Grafar,
United Grain Growers
Winnipeg, Man.

THE

U.F.A.

OFFICIAL ORGAN OF
THE UNITED FARMERS OF ALBERTA .. THE ALBERTA WHEAT POOL
AND OTHER PROVINCIAL MARKETING POOLS

Vol. VII. CALGARY, ALBERTA, MARCH 22nd, 1928 No. 10

Alberta Government Protects Public Rights in Water Power Development

Staff Correspondence

Provincial Legislature Prorogues After Busy Session

Official News From the Alberta Wheat Pool

Failure of Companies to Submit Revised Offer for A. and G.W. Is Cause of Further Delay

Premier Brownlee Presents Statement on Railway Situation on Eve of Prorogation McGillivray's Two Million Dollar John—Labor and Liberal Leaders' Views

STAFF CORRESPONDENCE

EDMONTON, March 21.—Late on Tuesday night the Premier made his promised statement on the railways, and the discussion on this important subject was continued today (Wednesday).

Reading from the correspondence tabled last week to bring the incidents back to memory, Mr. Brownlee said that after the decision of the Assembly he wired to the two Railway presidents pointing out the necessity of disposing of the A. & G.W. as well. No answer having been received, he wired Sir Henry Thornton pointing out that the session was near a close and an offer would be acceptable. Still there had been no reply, and the Premier on Monday night made a last endeavor, and wired Sir Henry pointing out that the session would close Tuesday or Wednesday. Late Tuesday afternoon the reply came. It was as follows:

Montreal, March 20

Hon. J. E. Brownlee,
Edmonton.

It will be impossible to make you revised offer for Alberta & Great Waterways before the adjournment of your house, which I profoundly regret. However, you may rest assured of our desire to deal with the matter in a generous spirit. I trust your Legislature will feel that the offer made for the E.D. & B.C. is sufficiently satisfactory to justify acceptance.

H. W. THORNTON.

Before making his statement as to the policy of the Government, the Premier said the effect of the joint offer for the E.D. and B.C. meant that the companies would take over the Province's indirect liabilities amounting to $9,420,000. The interest charges on this amount would be completely assumed by the railways, amounting to an annual charge of $388,-900. This sum had been capitalized annually by the Government, so that the annual capitalization would be saved to that amount.

REDUCTION OF ANNUAL CHARGES $464,233

In addition to that the sum of $8,000,-000 would be paid by the railway for the capital stock, thus reducing the capital debt. The annual budget would be reduced to the extent of the interest on the $8,000,000, a sum approximating $360,000. This meant a total reduction in interest charges to the extent of $738,900, but against that there would be the operating surplus of the E.D. and B.C. which had last year been $273,667. By way of aside the Premier mentioned that the statement had been *passed on by the Board of Railway Commissioners, and the amounts in it had for reconciliation had been passed as legitimate; therefore the surplus was real).* The deduction of the operating surplus from the gross saving of $738,900 left a net saving of $464,233 in the annual charges.

Coming to the statement of policy and the recommendation of the Government to the Assembly, the Premier stated that irrespective of their views on the joint offer, *the Government did not feel justified in either accepting or rejecting it until a better settlement could be secured with regard to the A. & G.W.* They had sold the L. & N.W., and if they sold the E.D. and B.C. and Central Canada they would be left with one railway and have to keep a Railway Department—a situation which they were anxious to avoid.

The Premier suggested with all due respect to the Assembly that they do not press for information which might endanger the position of the Government. No large company would be forced to expose their hands to the entire world. He proposed to take the matter up at Ottawa immediately after the Assembly prorogued, and there were several things which it was his intention to press for; if an offer which was sufficiently meritorious were put before them, they would complete an agreement, return and call the Assembly together to discuss the situation.

If they were to make any headway it was hardly fair to ask the Government to disclose their purposes further.

The Assembly adjourned immediately thereafter.

McGILLIVRAY PROTESTS HE HAS BEEN CONSISTENT

Speaking on the railway situation (Wednesday morning), A. A. McGillivray stated the position taken by the Conservatives, two years ago. He claimed this had been consistently adhered to. At last session they had advised that the roads be not leased, as the offer was not sufficiently attractive. They held then that they should sell rather than lease. He had prophesied that both railways would be found anxious to buy. He had been jeered at for that, but he claimed that time had vindicated his attitude.

At this session he had urged neither acceptance nor rejection, but the appointment of a commission to value the roads, and the holding of a special session. The Government had swallowed his advice "hook, line and sinker."

Joseph T. Shaw, (Lib.), Bow Valley, expressed himself as in agreement with the plea of the Premier that no embarrassment should be caused the Government. He wanted to see the best bargain in the interests of the Province, but all things being equal he favored the C.N.R.

D. M. Duggan, (Cons.), Edmonton, would ask one question when the final proposition was laid before them, and that was: Had the Government exhausted every effort to induce the C.N.R. to purchase the road? He had never subscribed to the view that the joint offer could in any way be advantageous to the north.

PROVINCE CARRIED THE LEAN YEARS

Fred J. White (Lab.), Calgary, was not dogmatic in the view that these lines should be sold. He felt that the Province had been called on to carry them throughout the lean years and now that the trend was upward he did not look with too much favor on the move of the railways to obtain possession. He subscribed to the calling of a special session, and also to the contention that the territory was really C.N.R. He hoped the negotiations would be advantageous to the Province and the loss not too great. *If any loss were necessarily it should really be borne by the Government of Canada.*

R. H. Parkyn, (Lab.), Calgary, laughingly wondered, in the words of the poet, "how one small head could carry all he knew," when he analyzed the statement of the Conservative leader.

NO NEED FOR TOO GREAT HURRY

Hugh Allen, (U.F.A.), Peace River, pointed out that the road had been successful last year. The crop was not all out yet, and 1926 would reap the benefit of last year's crop even more than last year did. He showed the traffic increases in the three months of the year compared with same period formerly. Traffic had tripled in three months and doubled in six months. There was no need for too great hurry.

C. L. Gibbs, (Lab.), Edmonton, thought that the remark of the Conservative leader regarding the government swallowing his advice "hook, line and sinker," was used advisedly. The last word "sinker" showed that the wish had been father to the thought.

WHAT SINISTER MOTIVES ASKS GIBBS

The member was emphatic in the assertion that not only the people of Alberta, but the people of Canada would want to know what sinister motives lay behind the joint offer. The Government of Alberta would be better advised to go on with the C.N.R. themselves than have the C.N.R. go on with the C.P.R.

L. A. Giroux, (Lib.), Grouard, pressed for extensions, High Prairie to Sturgeon Lake, Spirit River to Pouce Coupe, and Whitelaw to Waterhole. He thought it dangerous for the success of the present northern lines that another company should apply to the Federal Government for a charter for a new road, as had been reported lately.

George MacLachlan, (U.F.A.), Pembina, did not think the line should be sacrificed to the C.N.R. just because it was a national road. *The first duty was to the people of the Province,* and he had no great faith either in the Dominion Government or the C.N.R., that led him to think these would not take any advantage if it offered itself.

BROWNLEE ON BEST JOKE OF SESSION

J. E. Brownlee closed the discussion. He did not intend to review the arguments of members, but laughingly said the Assembly must surely have enjoyed the exquisite bit of humor offered by Mr. McGillivray, which would remain the best bit in twenty years, when he declared the Government had swallowed his advice, "hook, line and sinker." *If they had done so, they would not today have been in receipt of a $1,700,000 better offer than last month.*

The Premier repudiated responsibility for the actions of the Dominion Government or the C.N.R. On those charged with the destinies of these organizations would rest the responsibility of the joint offer.

Mr. Brownlee had the kindliest feelings toward the development of the Peace

(Continued on page 6)

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EDITORIAL

SHOULD CONSULT THE TORONTO TORIES

A. A. McGillivray, the leader of the Conservative party in the Alberta Legislature, is opposed to hydro-electric development by the Provincial Government on the ground that it is not the business of any government to enter "into industrial enterprises in competition with private citizens."

Mr. McGillivray should go east during the recess to pick up a few progressive ideas from the Toronto Tories. He should ask them what they think of the great industrial enterprise launched by Sir Adam Beck "in competition with private citizens," an enterprise which provides the people and the industries of Ontario, at prices which are among the lowest on the continent for hydro-electric power, with the energy from a government-owned system. The Ontario enterprise is publicly owned, and the Tories are proud of it.

The Tories of ultra-Conservative Toronto are more progressive in this respect, more forward-looking, than the leader of the Conservative party in the Province of Alberta.

* * *

CONTROL OF ALBERTA'S POWER RESOURCES

In taking whatever steps may be necessary to secure for the Province absolute and unconditional control over the development of Alberta's power resources, the Alberta Government can count upon the approval and support of ninety-nine per cent of the people of the Province.

The Government should have the unanimous support of the press. If certain newspapers were to abandon a policy of nagging and bickering, and to assist in the effort to preserve for present and future generations of Albertans their great heritage in power resources in whatever form, a satisfactory solution of the power question would be brought appreciably nearer.

If control of these immense resources were to pass beyond the effective control of the Province into the hands of private corporations, not only would the future be heavily mortgaged; it would be mortgaged to interests which might at any time cease to be predominantly Canadian. Such mortgaging of the Canadian inheritance, in the opinion of many citizens whose judgment is worthy of respect, has, in many directions, already gone too far. The sure safeguard against its extension to dangerous proportions in Alberta lies in the vesting of control in a Government which is close to the people, and is essentially and entirely Albertan.

The development of power resources at as rapid a rate as possible is highly desirable. But it is infinitely more important that as development does take place, it shall proceed along the best lines; that whatever political influence franchise holding corporations, operating public utilities, may exert, should be nullified; that existing rights of private interests be temporary and should be readily transferable, and at no greater cost than a fair physical valuation of the properties, to a Government which has in trust the interests of all the people of the Province.

We believe that the great majority of the people of Calgary and of other localities in southern Alberta are indisposed to respond to panicky appeals which play into the hands of non-public interests. If the situation be presented fairly, we have no doubt of the nature of their response. Superior to all local interests (or what are represented to be local interests), are the interests of all the citizens of Alberta, of today and of tomorrow.

* * *

ANOTHER SPECIAL LEGISLATIVE BOOKER

In order to provide adequate space for the reports of the proceedings in the closing days of the session of the Alberta Legislature, it has been necessary to hold over a number of articles descriptive of new legislation which is of vital importance to the farming industry, as well as various feature articles by our staff correspondent, J. P. Watson. Included in these are descriptions of the Long Term Farm Loans legislation, the progress of the Lethbridge Northern project, the act concerning the Farm Women's Bureau, and the Debt Adjustment Act amendments, the last named of which, for reasons stated by the Premier in the debates, have been withdrawn for the time being.

* * *

It is interesting to read in Alberta newspapers, under the name of so distinguished a writer and so acute an observer as Theodore Dreiser, expressions of opinion on the subject of education identical with the views which, expressed by Miss McPhail at the U.F.A. Convention a year ago, aroused in a portion of the press a storm of vulgar, ignorant and malicious abuse. In respect to many of the opinions for the expression of which she has been attacked, time is proving Miss McPhail right and her critics wrong.

Brownlee Intimates Improved Conditions Increase Feasibility of the Province Undertaking Power Development

Railway and Telephone Situation Greatly Bettered—Government Already Has Organization Which Could Carry on Water Power Development—Steps Taken by Amendment of Public Utilities Act to Protect People's Rights to Control Over Vitally Important Natural Resources

STAFF CORRESPONDENCE

EDMONTON, March 26th.—Means of protection of the rights of the people to develop power enterprises in Alberta as Government undertakings is provided in important amendments to the Public Utilities Act introduced by Premier Brownlee in committee of the whole on the Utilities Bill this afternoon, and passed by the Assembly.

During the debate the Premier stated that as the railway and telephone situation in Alberta had greatly improved, the time was becoming more opportune to consider whether the Province itself might not be in a position to carry out its own power development.

The Premier also made the important announcement that in order to protect the rights of the people of the Provinec, the Government had applied to the Federal Government for control of the right of development of two other water power sites in addition to Spray Lakes. These were on the Ghost River site. The Calgary Power company has applied for rights to develop power at this site, and the Premier made it clear that the whole matter of development should, in the Alberta Government's opinion, come under Provincial jurisdiction. The Ghost River site was not an economical one if the Spray Lakes were to be developed, and he intended to take up the whole matter in Ottawa, where he would meet the Minister of the Interior and the directors and managers of the company.

The amendment to the Public Utilities Act formed the basis of an interesting discussion this afternoon. The idea in the amendment is to the effect that no franchise or privilege in respect to the supply of power shall be completed between any municipality and any person whomsoever unless it is a term of the grant that the rights conferred thereby shall not be deemed to be exclusive as against the right of the Province; or, in the case of pending applications, the applicant undertakes that the franchise or privilege shall not be exclusive as against the right of the Province.

The Premier stated in explaining this amendment that in view of the development of power and the projected enterprises along the Bow river and the franchise being sought by companies in the towns and cities, the Government thought it wise that as the time might come when it would be expedient to provide power as a Provincial enterprise, the rights of the Province to undertake development should be protected.

DANGER OF UNECONOMICAL DEVELOPMENT

Mr. Brownlee mentioned the competition between two big companies for franchises, and thought that this keen competition would lead to an unhealthy state of affairs and to uneconomical development. One of these companies operated under a Dominion charter, and the right of control might be challenged. One way to check any evils arising out of the franchising between municipalites and companies was to give the definite power under the act so that the Board could take a wider viewpoint. The Premier did not like to have to put this amendment in, but thought it necessary to provide for eventualities.

SHAW ENDORSES GOVERNMENT ACTION

Joseph T. Shaw and George Webster raised the question of the Calgary situation with regard to need of increased power. Mr. Shaw endorsed the action of the Government in introducing this amendment in view of the scramble of the companies for franchises. In view of the hint that the Government might undertake public development, he wanted to know what development had been made with regard to Spray Lakes.

The Premier outlined the progress of negotiations since the last session. The Government had in the course of correspondence with the Dominion set out the contention that the Spray Lakes should be detached from the National Park. The Dominion had taken the stand that the Province should first define its intentions as to method of development.

"FAIR VALUATION WITHOUT PADDING"

If the Province ever reached the point where they would be justified in developing under public ownership, the Premier wanted the situation such that their rights had been safeguarded. For that reason, when a charter had been given the Northern Power Company the other day, a clause had been inserted giving the Government power to take over the undertaking at a fair valuation without any padding.

Since last year, following an interview with Minister of the Interior, Mr. Stewart, a gentleman had been appointed to make a survey of the Park with a view to the elimination of certain industrial areas. The Minister conceded the right to the Province to send their engineer along and subsequently the findings of the Dominion report were scrutinised.

The Dominion representative was E. W. Cautley, and the Province had been represented by Mr. Charlesworth. After the work of survey had been completed the two points where difference of opinion existed between the Province and the Dominion in regard to the proposed boundaries were the one relative to the Spray Lakes area, and one relative to a portion of the eastern boundary of Jasper National Park where it crossed the Athabasca River.

The new arrangements of the boundaries were subject to a distinct understanding that Alberta gave up all claims to minerals or any other natural resources within the National Parks; and that the Parliament of Canada retained exclusive legislative jurisdiction. This did not prevent the application of Provincial taxing laws or liquor control or health measures.

The Premier in one of his letters to the Minister of the Interior pointed out that he agreed to waive objection to the boundary line suggested by the Dominion engineer, Mr. Cautley.

With regard to the legislative jurisdiction of the Dominion in the Banff park, the Premier said in his letter to the Minister, that both Mr. Cory and Mr. Harkin had agreed that the terms of the Natural Resources agreement of two years ago satisfactorily covered the Minister's wishes on that point, so that there was no difference there.

BENEFIT OF MINERAL DEVELOPMENT

With regard to the third condition, that the Province surrender all claims to the minerals or other natural resources, the Premier pointed out to the Minister that he had endorsed the principle that if the boundaries were restricted so as to eliminate certain areas, the natural beauty should be safeguarded as far as possible. He suggested further that if valuable mineral deposits were found which the Parliament of Canada decided should be developed, the Province should get the benefit of that development.

The Premier stated that the conditions relative to the construction of a tunnel through the mountain would not affect the use of the basin of the Lakes, as the storage would be necessary whether a tunnel were cut or not. The whole matter was to be discussed as soon as the Premier could get to Ottawa.

The Alberta Government agreed with the Dominion that the natural beauties should be preserved, that the water should not be used for storage purposes, and that a flow of water should be maintained to preserve the beauties.

Immediately on learning that the Calgary Power Company had applied for rights to develop the Bow River project, the Government had made the same application that they had done in the case of

Spray Lakes, always having in mind the interests of the Province. They took the view that if the Bow River projects were proceeded with, this would damage subsequent development of Spray Lakes.

POSSIBILITY OF GOVERNMENT POWER DEVELOPMENT

The Premier touched again on the possibility of the Province engaging in development. The Telephone Department had reached a sound basis and the Department had its staff who were competent to investigate the possibilities of transmission, and the addition of certain competent engineers would put them in a good position for the carrying out of work of this nature. The railways also were getting into a better position, and though he did not commit himself to development at this time, he was taking every precaution to protect the interest of the Province.

George Webster (Lib.), Calgary, read correspondence between the Government and the Minister of the Interior, inferring that the Government of Alberta were responsible for the delay in regard to Spray Lakes. The member said the situation had become acute in the city of Calgary, and the unfortunate delay of the Spray Lakes decision had caused them to make application for the right to begin development at Ghost River on the Bow.

WEBSTER WORSTED IN DUEL WITH LABOR

While pleading the urgency of the development of the Ghost river enterprise, which the Calgary Power Company desired to undertake, George Webster, (Lib.), Calgary, got into an argument with the Labor benches which ended in his severe discomfiture. Mr. Webster claimed that Calgary would be short of power in two months, and for this reason development was imperative.

Mr. Christophers asked the Liberal member whether he had information from the Calgary Power Company as to why they were running lines throughout the Province to convey power to other places, if Calgary's need were so urgent.

This was a poser for Mr. Webster, but after a pause he replied that Mr. Christophers should ask the company.

"It's a good question," interjected the Premier.

Mr. Christophers then pressed his advantage by asking whether if the right to develop the Ghost River site were granted to the Calgary Power Company they would be able to supply Calgary with the extra power it needed in two months. Would it not take some years to complete the enterprise?

"TWO MONTHS" REVISED TO "TWO YEARS"

Mr. Webster didn't like the question. That was quite apparent. He spoke finally in a very low voice, almost in a whisper to Mr. Christophers, and stated that Calgary could arrange to take care of the power situation for the next two years.

The wind taken out of his sails, Mr. Webster shortly afterwards collapsed into his seat.

LABOR FAVORS GOVERNMENT POLICY

Fred J. White (Lab.), Calgary, said his group had stressed the Spray Lakes project a few years ago and since then the matter had come up yearly. In all their arguments on the matter, especially having regard to public ownership, the member thought their stand had been justified, and the amendment to the Public Utilities act now proposed was a good step and the one taken to prevent the paying for good will, but only the physical valuation of a project, was also a wise measure.

The Premier answered Mr. Webster's charge that the Province was responsible for the delay, by saying he had no desire to enter into any controversy which would mean disparagement of the Dominion. At the same time he repeated the statement that a *Government which did not have control could not be responsible for the actions of a Government which did have control.*

To prove that he quoted a further part of the letter which Mr. Webster had not read, to the effect that Mr. Stewart said, in his letter to Mr. Brownlee:

"So long as these resources are under Federal control, the responsibility for administration must rest with the Federal Government, and I have no power to depute to anyone else the responsibility for making decisions. The Federal Government must remain free to make its own decisions, for which it must accept responsibility.

"(Signed), Chas. Stewart."

McGILLIVRAY OPPOSES GOVERNMENT ENTERPRISE

A. A. McGillivray, Calgary, said that as this was the second time mention had been made of the Province's entry into the power field, he would utter a word of warning, to the effect that as the Province in all likelihood was safely emerging from one mess, they had no right to jump into another. "The business of the Government is the administration of Government and not entering into industrial enterprises in competition with private citizens," said the Conservative leader.

The bill was put through committee on March 20th and passed third reading before prorogation.

Farmers' Consent Is Necessary Under the Compensation Act

Farm Worker Will Come Under Act If Employer Agrees—Important Debates on Amendments

STAFF CORRESPONDENCE

EDMONTON, March 21.—Among the debates in the closing hours of the session which aroused intense interest were those on the Workmen's Compensation Act amendments yesterday and today.

In committee of the whole on Tuesday Labor waged a great battle to have several of the suggestions of the special committee which investigated the whole matter and which were incorporated in the act before the Assembly, eliminated or modified. The most determined effort was staged around the clause specifying a three days' waiting period for all cases. In the old act the cases under ten days' disability were subject to three days' waiting, but in cases over ten days' disability the compensation dates from the time of the accident.

MANY PETITIONS RECEIVED IN PROTEST

C. L. Gibbs, (Lab.), Edmonton, led off in the debate. On the desk in front of him were piles of large envelopes filled with petitions from 1714 individuals as well as 21 organizations protesting against the extension of the three days' period. The member hoped these would not be consigned to the limbo of the lost, like another stack of petitions before the Assembly recently. He did not think peace and tranquility attainable between capital and labor so long as this provision remained in the bill. To think otherwise was to live in a fool's paradise.

His main argument was to the effect that in spite of the increased rate of compensation suggested, the cases between the 10 day period and the 48 day suffered a loss in compensation. From the 49th day on the cases would register a gain. There were 2276 cases in 1928 between the 10 day and 48th day period, and 1,568 under ten days. The majority of cases came between the 10th and the 48th day period, so that on the whole the suggested increase in compensation was offset by the three days' waiting period.

The workers were all definitely and entirely opposed to this and it would require some subtle and serious argument to change their opinion. Mr. Gibbs moved to strike out the clause.

LOVE GIVES EXPERIENCE OF COMMITTEE

J. R. Love (U.F.A.), Wainwright, said as a member of the committee, he had supported the committee because of the representations made to them at the time. While it had been true that there was a difference of opinion on certain clauses, some proposed by Labor and some proposed by employers, the committee would never have been able to arrive at a unanimous conclusion had there been no give and take. Other Provinces had the three days period, and some had seven days. He was not going to back up on his decision.

Lucien Boudreau, St. Albert, took the same view. There were differences on the committee, but if Labor had really felt so strongly as they indicated that day, why did they not do, as Mr. Weaver did—bring in a minority report?

SEVERAL DECISIONS NOT UNANIMOUS

Fred J. White, (Lab.), Calgary, was nettled by this time. The committee had given lots of time and thought to many of the clauses, and while they had signed the committee's findings in order to have the report concluded, that did not indicate that the various items passed unanimously. Reference to the minutes would show that there had been several matters not voted on unanimously—the question of the 66 and 2-3 compensation, the railway employees' inclusion and others. He had voted with the five Labor men against the three days period and the vote had been 8 to 8. The other three members of the Legislature had voted with the employers on that.

A. A. McGillivray, (Cons.), Calgary, said that if they accepted the principle of paying injured workmen any compensation at all, the compensation should undoubtedly be dated to the moment when the disability was received.

J. T. Shaw, (Lib.), Bow Valley, also expressed that point of view, while P. M. Christophers, (Lab.), Rocky Mountain, dealt with the manner in which this period would affect the largest industry, that of coal mining. It may have been that a three days period had been devised originally to prevent malingering, but no charge of malingering could be assessed when an accident incapacitated a worker for over the ten days. The doubt was removed by that time.

CHRISTOPHERS MAKES ATTACK ON COLLEAGUES

Neither could it be said that the worker was given hospitalization during the three days and that compensated him for the

loss of actual time. This was a mistake, because the worker received hospitalization at his own expense entirely, contributing as he did the sum of 4 cents per day for that purpose. Mr. Christophers jumped on the neck of the Labor members of the committee, stating that he knew they were teetotallers, otherwise he would have thought them intoxicated when they lent their signature to the condition.

R. H. Parkyn, (Lab.), Calgary, said the needs of the family of married men did not cease during the three days on which there was no compensation allowed. The clause was disappointing to him.

Premier Brownlee said that as leader of the Government, he had before him two reports, one a majority report and the other a minority one. The clause under discussion was included in the findings of the majority, and while it might be true that there had been differences of opinion on the committee, the major fact was that he had received a majority report which was signed by all the members of the committee on this subject.

The motion was lost.

COMPENSATION ACT AND FARMING INDUSTRY

Inclusion of the farming industry on application of a majority of farm workers was provided in the bill. George MacLachlan, Pembina, while favoring the principle, objected to the employer not being consulted. He moved that it be necessary for the employer to concur in the application. This was lost by one vote on Tuesday.

On Wednesday morning, R. G. Reid, Provincial Treasurer, moved that the bill be re-committed to reconsider the clause covering the farm industry. A shout of "no" greeted this motion from the opposition side of the Assembly. A division was taken.

The result of the vote was 35 for re-committal and 16 against. It was a straight vote between each side of the Assembly.

After discussing the matter for the second time several speakers on the Farmers' side took part, but no opposition speaker at all.

W. N. Shield, (U.F.A.), Macleod, was for compensation. He intended to come in and bring in his employees. But the whole thing should be left voluntary, because it would be necessary to educate the majority of the farmers to the principle of compensation. He favored the redrafting.

George Hoadley, Minister of Agriculture, took the view that owing to the uncertainty in the minds of the farmers, and until the principles of administration were made perfectly clear, the thing should be left optional. He moved an amendment adding the words "except with the consent of the employer" to clauses covering the point. He did this because last night the vote had carried by only one vote amid certain confusion.

Premier Brownlee intimated that in conference with the officials of the board it had been pointed out that in all cases where this rule applied including the farmers, no workers had ever been included without consent of the employer. He was only asking that there be put in black and white what already existed in practice.

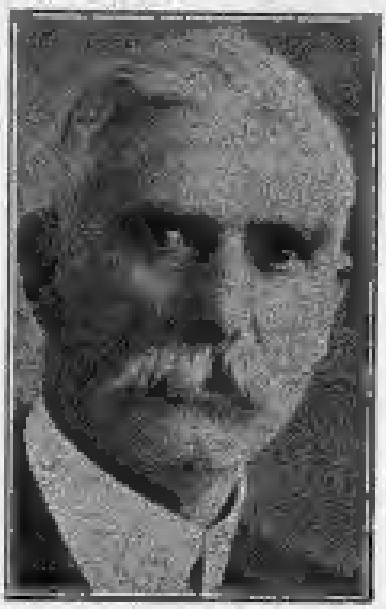
There was this difference, the retail trade would come in as a class so that there was no analogy there. Farmers and small business men would have to give consent individually.

The retail merchants and restaurant keepers will deal with the matter of their convention in June, and if they decide to come under the provisions of the act they will come in by proclamation.

All the non-Farmer groups — Liberal, Conservative and Labor—voted against the Farmers on this point.

The bill was amended without division, so that no farm workers can bring in their employer without his consent.

He's a Brute or a Sheep



J. C. BUCKLEY, M.L.A.
U.F.A. Whip

"Whoosh! Com'on now bhoys! The Premier wants every last wan av ye in the Council Chamber. Don't kave him waitin' now. That's the good lads."

The soft, silken, yet compelling tones of the U.F.A. whip as he tried hard to pierce the armour of indifference so blandly visible on the faces of the private members near the close of the last week of the session, found but slight response as he sped from man to man on that errand of haste. Honest John was visibly disheartened.

"What's the rush. Me for dinner," spluttered a rumbleseat member. "Won't it keep?"

"Now, bhoys, now bhoys. That's no way to treat the Premier," remonstrated the troubled shepherd. "He bids me say 'tis awfully important."

Down the long corridor wound the reluctant procession. "Hurry, bhoys, hurry. 'Tis the slow mites yes are."

The Premier sat waiting. The chairs filled up. The doors were closed. The Premier announced in hushed tones that there was sure to be dirty work at the cross roads that night. Gloom settled over the faces of the members. Dark forebodings entered the heart of the man from Connemara.

"Mrs. Parlby, come forward, please." The plot thickened.

The lady minister stepped forward. "Mr. Buckley," she said, turning suddenly on the unsuspecting whip, "It is my very pleasant duty on behalf of the U.F.A. members of the Assembly to present you with this token of esteem for the faithful and devoted services which you have rendered during the last six years." She said some more, and said it nicely, then placing in the hands of the surprised whip a packet containing a solid gold watch and chain, engraved with inscription and monogram, she wished him many many years in which to wear it.

"Speech, speech," re-echoed through the building, but the man from Limerick was well nigh speechless. "Bhoys, I thank ye most heartily. I know what ye do a thing ye do it well. I'll treasure this as long as I live. Thank ye, bhoys, thank ye."

The Premier added his parting word. The member from Gleichen was the first and only member of the U.F.A. group firstly, to fall asleep, and secondly, fall from his chair—"

"'Twas yerself was spakin', Mr. Premier," interjected John.

"Yes. That's just it," the Premier came back, "Had it been any other member it might not have been so bad. But then there is the consolation remaining. That was the only time since we took office that I scored a complete knock out."

The members parted for dinner. Democracy was demonstrated. "What time is it, John?"

J. F. W.

FAILURE OF COMPANIES TO SUBMIT REVISED OFFER FOR A. & G.W.

(Continued from page 3)

River, but was not going to go to any extreme in pressing for extensions as a condition of sale. There were other parts of the Province needing extensions, and railways made budgets on the needs of all parts rather than on specific sections. Even if the line were sold he would from time to time urge the needs of the different sections.

To show that the Government is in no danger in not closing the deal and that continuance of negotiations is justified, Premier Brownlee quoted some interesting figures regarding operation of the Northern lines this year as compared with last year. His comparisons were:

January to March 18th, 1933, 6672 cars. In same period last year 2791 cars—increase 73 per cent.

Carloads of settlers' effects in same period, 102 as compared with 15 last year—increase 580 per cent.

Passenger traffic, January 1st to February 28th, 13,366 compared with 9,876 last year —increase 37 per cent.

Settlers' tickets, 308 compared with 13 last year—increase 6,269 per cent.

These figures, maintained Premier Brownlee, indicated a healthy growth and give the Government the greatest encouragement in holding out for a price considered satisfactory.

SLIPPERY

In his book of journalistic reminiscences "From the City to Fleet Street," J. Hall Richardson repeats a funny story told by Sir Abe Bailey of De Wet, the elusive Boer General.

On one of his visits to England during the Boer War Abe Bailey came to London and the Bank of England. There he saw a hawker selling what he called "The De Wet Puzzle" in an envelope. The puzzle was to "find De Wet." There was nothing in it when opened.

"Here," he cried to the hawker, "this envelope is empty!"

"Well, so it is," replied the man. "Root it! The blighter has got away again."—*Regina Leader.*

Second Session of Sixth Alberta Legislative Assembly Prorogues After Seven Weeks' Labors on Many Problems

Concluding Nine Days Witness Debates on Health and Agriculture, Roads, Workmen's Compensation, Railways, Water Power and Other Vital Questions—Session Prolific in Constructive Legislation.

STAFF CORRESPONDENCE

The Alberta Legislative Assembly was prorogued on March 21st, after being in session since February 2nd.

Among acts of very great importance to the future of the farming industry, passed by the Legislature, was the Long Term Farm Loans Act.

The future of the Northern Railways was the dominant question before the Legislature. As the railway chiefs failed to submit an offer for the A. & G.W. railway which could be considered in conjunction with the offer for the Peace River lines, no disposition of the question could be made. If an agreement can be arrived at, the Legislature may be recalled to a summer session to ratify it.

Health and Public Works Are Debated in the Legislature

G. W. Smith on Value of Travelling Clinics —Roads Wrangle Continued

MONDAY'S SITTING

EDMONTON, March 11. — Public Health and Public Works estimates occupied all the afternoon today. One item, that of the expenditures on roads, ferries and bridges featured a repetition of the Webster charges that the amounts spent on roads, etc., did not approximate receipts from motor and gasoline taxes. The Minister was plainly annoyed that in spite of the certified statement recently tabled and the further facts placed in the hands of members, the spook seemed to take on new forms to suit the Calgary member. Today Mr. Webster dragged liquor profits into the arena to show that expenditure on roads should be gauged by receipts.

What Mr. Webster seemed to suggest was that in his opinion some definite figure from year to year covering interest charges on past capital borrowings back to 1923 should be given so that one could tell to a cent just what the actual amount which was spent or would be spent on actual construction or maintenance would be. Mr. McPherson countered by saying the certified statement showed that; further Mr. Webster had been furnished with a statement showing expenditures on roads, bridges and ferries from the inception of the Province. Mr. Webster came back with the assertion that as these figures included interest on Dominion subventions and also because the figures did not include the sinking fund, he was unable to segregate the actual interest charges. The Minister finally announced that as he did not know what Mr. Webster wanted which he had not already been furnished with, he would throw up his hands.

PUBLIC HEALTH ESTIMATES

Public Health estimates took up considerable time of the afternoon. Messrs. Giroux and Boudreau made an appeal to the Minister of Health for increase in the grants to the Youville Orphanage at St. Albert. They went on to speak of good work done and thought that in view of the fact that if this orphanage did not do this work a large number of children would be thrown on the Treasury of the Province, the sum of 50 cents a day was too small.

Mr. Hoadley explained that as the total sum at the disposal of the Department was only $3000, it was impossible to increase the amount. Most of the orphanage affected were the recipients of private funds. He would like to help, but the financial restrictions prevented.

C. L. Gibbs, (Lab.), Edmonton, took up the cudgels on behalf of the teachers at the school for mental defectives at Red Deer. These, he claimed, were under very strict regulation compelled to be in the institution by ten each evening. This precluded their participation in social recreation at the town of Red Deer, and Mr. Gibbs claimed that the kind of work in which they were engaged necessitated the benefit of such recreational facilities. He thought the institution should be furnished with radio facilities also.

DEATHS IN MATERNITY CASES TOO HIGH

When the matter of the travelling clinics came up, the member for Red Deer, G. W. Smith, (U.F.A.), made a fine speech in behalf of prospective mothers. He had gone into the question very fully, and quoted figures to show that the mortality among maternity cases was too high in Canada as compared with other countries. Not only so but the increase of what he referred to as maternal morbidity was a feature of the lack of proper care both pre natal and post natal of the motherhood of the country. He advocated the linking up of some kind of maternity service with that at present carried on by the travelling clinics. A young country like ours could not afford to lose these young mothers, and not only that but the children who were left suffered untold hardship as well, through being taken from the parental home, or died for lack of a mother's care. *Better for spend money on the saving of our own motherhood and children than on the bringing into the country of immigrants from other shores.*

Mr. Gibbs argued that the deplorable conditions of young motherhood arose largely out of the economic system itself. Medical aid, however skilful, could not avail to any appreciable extent so long as the mother had to work right up to the period of confinement, and take her place at toil again within just a short period after.

The Minister of Health said the great problem was in getting nurses and attention to the outlying districts. He paid a tribute to the district nurses. The need could only be met by the creation of health districts. These would be fairly large, embracing maybe a number of municipalities, and approximately 20,000 people. It was absurd to expect medical men to go out to outlying districts where they would be unable to make sufficient to maintain themselves and children.

BAD WATER IN THE NORTH

L. A. Giroux, (Lib.), Crossard, introduced the question of bad water in the north. A few farmers had tried to put down test wells, but the work was too expensive. Mr. Giroux attributed the illnesses of the young mother and children to the lack of proper drinking water, and said that epidemics could be traced to that fact also. He thought that there was no use trying to get water less than 500 feet, and he wanted the Government to dig several test wells which would give the farmers some indication as to the cost of wells, and they might thus be able to get some results by co-operation.

Premier Brownlee had been impressed with this lack when in the north last year. He had taken the matter up with the Research Council and Professor Allen. He would have a bill introduced soon to give power to the council to take a survey from a geologic standpoint not only of the north but in other points of the Province where water was hard to find. Mr. Giroux expressed pleasure.

Total Health estimate, income account, $1,258,441.00. Actual expenditures last year, $1,054,280.75.

Capital expenditures, current year, $25,000.00, being for the care of incurables, the only capital expenditure.

ROADS EXPENDITURES AGAIN DISCUSSED

On the estimates for Public Works, George Webster, Calgary, reintroduced the subject of road expenditure. His argument was that the Good Roads Board ought to be revived again. Mr. McPherson countered with the information that the Good Roads Board was still in existence, but that its work—that of forcing an equalization of road expenditures throughout the constituencies—had been accomplished. If Mr. Webster wanted the Department to turn over a set sum of money to this Board to spend as they saw fit, he had another think coming.

With regard to the suggestion of the

interest charges, which could not be reduced without rebonding at a better rate of interest Mr. Webster wanted the actual amounts of this interest. Mr. McPherson claimed the member from Calgary already had these amounts.

Mr. Webster claimed that in 1927 expenditures on roads, bridges and ferries had been $580,154.47. In this same year the receipts from motor licenses and gasoline had been $2,010,804.31. This left a balance of $1,430,649.84, and the member wanted the exact amount of this revenue which had been consumed in interest or other services.

The member further stated that in 1928 the appropriation for roads, bridges and ferries amounted to $835,000, and the estimated revenue from the two sources was placed at $2,348,500. This would leave a balance of $1,513,510, and the member wanted the information to show what expenditures would offset that figure. Mr. Webster suggested allocation of liquor profits for road purposes.

MINISTER TIRED OF REPETITION

The Minister was tired of the whole repetition of this argument. He could see, he said, there was no way of satisfying the member from Calgary. The insistent attacks were created by the misconception that all receipts from these two sources were earmarked. There was no such thing as an earmark for any purpose. The figures laid down in the Assembly duly certified, were the last word with regard to 1924-5-6. Beyond that year, back to 1905, there were capital outlays, bridges for instance, which were still giving service. He would not argue as to whether the monies borrowed by the preceding Government had been spent as they should have been. Sufficient to know that the money had been borrowed, and the only hope of reduction was the rebonding at reduced rates.

"The member from Calgary referred to failure to spend all the gas and motor taxes on roads. When that is answered he goes further and suggests the allocation of liquor profits," said the Minister. "If I answer that, what will he suggest next?"

"There is not going to be any allocation of any revenues for any specific purpose. I am not going over the country proclaiming that the receipts from gasoline or motor licenses are being spent for roads. I have stated the facts with regard to the three years, when it was shown that practically all the revenue from these sources was spent for roads, including past borrowings."

It was unfair to assert that there was great fluctuation in the amounts spent from year to year in the appropriations for roads. The fact that large amounts were spent in the years 1921 and 1926, both election years, meant nothing to him. This Government was not responsible for the road expenditures for 1921, but with regard to the heavy expenditure of 1926, which the Minister admitted, these were necessitated by highway construction, and the amounts apportioned were by special warrant which were not issued until August of that year. This could be certified to. The election took place in July, so that under no circumstances could the expenditures be attributed to electioneering.

The policy developed by the former Minister of Public Works (Alex. Ross) in conjunction with the Good Roads Board put the system of road expenditures on a scientific basis, with definite lines on which allocations were equalized as between constituencies, and thus there was no need for the Good Roads Board coming to Edmonton to assist further.

J. R. Love, (U.F.A.), Wainwright, could see no point to Mr. Webster's argument. If the point was that only one-third of the receipts from gas and motor taxes was spent on roads, that was nothing to worry about. *In Ontario, the receipts were $10,000,000 and the expenditure on roads $3,000,000 or practically one third also.*

At the evening session four new bills were introduced by the Premier and one by the Attorney General. They were Building Trades Protection Act; Minimum Wage Act; Boilers Act; and Industrial Disputes Canada Act and Labor Disputes Within the Province Act. Mr. Lymburn introduced the Police Pension Act.

FRANK MOTES RESOLUTION RE A. & G. W. RAILWAY

J. W. Frame, (Lib.), Athabasca, moved a resolution to the effect that the Government in the event of the sale of the A. & G.W. insist on a provision that it be extended from its present terminus to the Athabasca River at Fort McMurray, or in the event of non-disposal, that provision be made by the Government for the extension in 1929.

Mr. Frame, seconded by L. A. Giroux, made a good appeal, to which the Minister of Railways replied sympathetically. A. A. McGillivray counselled deferment of the resolution until after the receipt of the offer for the A. & G. W., if any.

The Premier showed that the Government had been keeping a close watch on the situation and said that if there were the least hope of immediate development at Fort McMurray which would ensure sufficient business for the road, the extension would be undertaken. At the present time it would be cheaper for the Government to put down a salt well at the end of the line and hand the same over to the salt company than to build the road round the bluff to the present well. There was at present a good deposit of tar sand capable of development near the present terminus. When east, he had come in touch with interests which wanted to make certain developments, and the Premier felt that though to make any announcement just yet would be premature prospects were of such a nature that there might be development in the very near future which would cause the extension to be made right soon. He would not promise to refuse to pull the road unless an assurance were given, but they would use every endeavor to induce the buyer to carry out the project. They were going to introduce a measure to permit of a complete cruise of the timber and spruce around McMurray, and the development of the pulp industry might ensue. He advised the member to withdraw the resolution, which Mr. Frame, in view of the sympathy shown, did.

GENERAL ROUND-UP

In the early days of the World War the officer in charge of a British post deep in the heart of Africa, received a wireless message from his chief:

"War declared. Arrest all enemy aliens in your district."

A few days later the chief received this communication:

"Have arrested seven Germans, three Belgians, four Spaniards, five Frenchmen, a couple of Swedes, an Argentinian and an American. Please inform me whom we're at war with."—*Fort William Times-Journal*

Assembly Deals With Estimates of Public Works and Railways

Many Demands for Highways and Market Roads—Amendments to Minimum Wage Act Considered

TUESDAY'S SITTING

EDMONTON, March 13.—At the opening of the sitting of the Assembly, Premier Brownlee explained that the letters dealing with the A. & G.W. railway referred to yesterday had been sent to the presidents of both railway companies and not to only one as reported in the daily press.

Estimates of the Public Works Department, income and capital, were dealt with, as were also those of the Department of Railways and Telephones, Railways Branch. Public Works, income account was $1,398,037.00 as compared with actual expenditures last year of $1,329,783.81. Capital account for this Department was $3,376,263.00 as compared with $2,324,515.32 actual last year.

Railways Branch expenditures for current year are estimated at $3,333,150.00, as compared with actual last year of $2,225,854.06.

R. H. Parkyn, (Lab.), Calgary, raised the question of what he described as jerry building when he referred to the addition of a new wing at the Land Titles Office, Calgary. This building, claimed the Calgary member, who is engaged in the trade, was built of hollow tile covered with cement, and was a poor contrast with the balance of the building, which was dressed stone.

The Minister contended that the building was sufficiently substantial for the purpose for which it was intended. The financial position would not permit the erection of an expensive dressed stone building when the type constructed met the need quite well.

DEMANDS FOR HIGHWAYS CONSTRUCTION

When the estimates for capital expenditures were dealt with the appropriations for highway construction created some demand from all parts of the Province. Earl Cook, (U.F.A.), Pincher Creek, was the instigator of this outburst. What the member from Pincher Creek asked for was the immediate construction of a highway from Pincher to Waterton. He showed the Assembly that this was not a mere sectional request by pointing out that tourists from both east and west desired to visit Waterton Park. Those coming from the Crow's Nest on the Red Trail, instead of following the main highway in the circle around by Macleod, left the Red Trail at Pincher and cut straight across to Waterton. The same thing happened with west bound tourists, who coming from the east through Macleod to Waterton would cut across from Waterton back to the Red Trail at Pincher. The traffic on this account was so heavy that the ordinary dirt road would not stand up under it, and the member pressed very hard for a main highway at the earliest moment. This aroused the other members to get in their particular demand. Chris Pattinson, (Lab.), Edmonton, wanted the Jasper Highway road made passable to the Park Gates. L. Peterson, (U.F.A.), Taber, wanted the sunshine and red trails fixed up. A. M. Matheson, (U.F.A.), Vegreville, wanted the road from Tofield to Viking. A. Stratton, (Lab.), Lethbridge, took up

the plan for the roads south of Lethbridge. W. M. Washburn, (U.F.A.), Stony Plain, wanted the roads all fixed up so that tourists would see the "best part of the Province" instead of carrying away a wrong impression on account of being confined to the dry area. Gordon Forster, (U.F.A.), Hand Hills, thought the whole thing should be left in the hands of the Minister, who no doubt knew all about the conditions of all the roads.

All the discussion was productive of a good statement from the Minister which cleared up the policy of the Department with regard to future development. He also promised Mr. Shaw a statement of the amounts earned or to be earned as well as amounts in arrears of the Dominion subvention. Incidentally, he answered Mr. Webster's remarks yesterday as to the amounts last year for road work and the incomes last year from the two sources so frequently referred to.

THE JASPER PARK HIGHWAY

Beginning with the demand for the Jasper Highway, Mr. McPherson answered Mr. Pattinson by saying that if he wanted a first class highway it would cost a lot of money, but if the people would be content at present with a passable grade, it would not be so very expensive. There had been many factors beyond the control of the Department, for instance a good many miles of the road at present were along the disused portion of the old C.N.R. grade. The Department had tried to lease this grade so as to do some permanent work, but the terms asked by the C.N.R. had not been acceptable. The railway wanted the grade replaced in its original form on six months' notice, besides asking the Government to pay depreciation on improvements. As the grade was a railway one and was too high in many spots it necessitated its being levelled and to replace that at six months' notice was impracticable. The Government only used the grade on sufferance, and were really trespassers. The railways were considering the removal of steel from other portions of the road, and if the Government could only secure some sort of agreement that was secure it would not cost such a great deal to connect up the road to the Park Gates. Possibly it could be done this year.

In order to set minds at rest, Mr. McPherson said the Government was desirous of opening up the road, but in view of the conditions and the lack of assurance to date and because of the urgent need of expenditures on other roads, it had been deemed wise to wait until a better agreement could be obtained. It would cost a million to make a graveled road but a passable road on which the adventurous could travel could be reasonably made.

Donald Cameron, (U.F.A.), Innisfail, wanted greater expenditures for market roads. These were more important in his eyes that the highways. Mr. McPherson replied that most people were of one mind with regard to roads, they all wanted more and better. $650,000 would be spent on market roads. The location of roads, however, and the extent of work done, were largely matters of good judgment, and he warned against the adoption of sectional viewpoints which would retard good progress.

The policy of the Department was to fill up all gaps on the highway system as quickly as possible, and also to concentrate reconditioning on the unimproved parts of the highways. That would be the determining feature of the building programme.

ANSWER TO WEBSTER'S QUESTIONS.

Answering George H. Webster's questions of yesterday with regard to the amounts estimated for 1928-29 for roads, bridges and ferries, the Minister made the following statement:

Roads, appropriation for actual work, $720,000.00; interest on past, $520,338.12, exclusive of $61,948.89 subvention interest; sinking fund, $209,764.08; Bridges, actual work, $60,000.00; interest on past, $436,919.76; sinking fund, $41,470.85; Ferries, actual work, $55,000.00; interest on past, $15,571.85; sinking fund, $1,-345.45.

Estimated revenue from motor vehicles, $1,498,500.00, less collection expenses of $31,475.00; Gasoline vendors' tax act, $850,000.00, less collection expense, of $21,000.00; a total of $2,348,500.00, less collection expense, $52,475.00.

VERY NEAR TO FIGURE ADVOCATED

These figures show, therefore, that the sum of $2,060,410.11 would be expended on roads and bridges and ferries; while the amounts received from taxes would be $2,296,025.00, this coming very near to the ten per cent to general fund which had been advocated by Mr. Webster.

The purchase of a quarter section of land as shown on the estimates was explained by the Minister to be on account of the future development of the north. This land was located adjoining that of Herman Trelle, and the Government leased the land on generous terms to Mr. Trelle on account of the work done for the Province. If the time came to furnish the services to the north which had been furnished older parts of the Province in the way of experimental work, the land would be available for that purpose, as the title remains in the government.

Railway and telephone estimates were passed through committee. Mr. Parkyn stood on guard against small salaries, raising his voice in protest.

Estimates for the Treasury Department, income account, were $237,925.50; amount expended last year, $227,513.84. Capital estimates, for current year, $101,700.00. Actual capital expenditures last year, $178,700.00.

Telephones branch estimates for 1928-9, $3,442,331.00; and capital $650,000.00.

LICENSING OF DRIVURSELF TAXIS

At the evening sitting W. W. Prevey wanted to have some provision made for licensing of drivurself taxis. At the present time neither the owner nor the driver were under any responsibility. Mr. Prevey thought this form of auto service the most dangerous of any, as many of the hirers were mere boys or often intoxicated men.

Mr. McPherson and the Premier both pointed out that the cities already possessed powers to tax or license such, or to utilize some system of regulation. Nevertheless, if Mr. Prevey insisted that it should be a Provincial responsibility they were prepared to accede to the wishes of the member and stand the Vehicles and Highways Bill over to committee for consideration. This was done.

The Assembly resumed the estimates, an hour or so being spent on an argument over the issue of special warrants. These came to the fore when the supplementary estimates were considered. An item of $693,941.11 on income account and $5,830,992.31 on capital roused the curiosity of Joseph T. Shaw. He read from the Treasury Act certain provisions which he claimed made this form of meeting expenditure applicable to urgent, emergent and immediate cases. He was informed that while amounts had been appropriated by special warrant it did not follow that these amounts would be spent in full. In fact some branches would underspend, with the result that at the end of the year it would likely be found that the underspending branches almost offset the overspent.

Asked to lay the statement of amounts of special warrant already spent as well as the amount appropriated on the table, Mr. Reid pointed out that this could not be done, as the fiscal year did not close until the end of March. The fact of the change in the fiscal year was largely responsible for the difficulty of estimating for all needs.

MATTER NOT CONSIDERED FAIRLY

Mr. Brownlee regretted that this question had not been considered fairly. To make general statements creative of the inference that the Government was wrongfully appropriating monies through the issue of warrants was not a proper course. The only fair way to deal with this was to take the statement presented in the public accounts showing every dollar spent and itemising each authorization and for what purpose. *If the examination revealed one item wrongfully or unwisely spent that would be a basis for a proper charge against the Government, but as there had been no challenge on that score the Premier was annoyed that members should make general statements which could only create distrust in the public mind.*

It was absolutely impossible in view of the fact that expenditures increased from year to year in a forward moving Province, to foretell just what new developments would arise or what unforeseen circumstances would necessitate expense not provided by the regular estimates.

The supplementary estimates were passed.

Edmonton Normal School vote this year for construction amounted to $200,-000. It will require another $200,000 to complete it. Calgary Normal and the Institute of Technology will have some additional buildings notably a new wing and workshop.

Telephone development work includes buildings at Calgary, High River, Blairmore, Vermilion, and several extensions and additions to buildings already existing. Calgary will have a new automatic exchange, and at a number of points there will be additions to control office equipment.

AMENDMENTS TO MINIMUM WAGE ACT

New bills and bill amendments were also dealt with. Amendments to the Minimum Wage Bill make provision for the application of the act to colleges where instruction is given and at the same time the work of the student is revenue producing. Another provides for suspension of the act in cases where an expert in one branch can be transferred to another branch at a reduced rate of wage. This was illustrated by Mr. White in this way; in a certain garment works an expert on mackinaws receiving good wages is about to be laid off because the demand for mackinaws has fallen off. The management not wishing to lay this worker off, can transfer her to another department where she is not yet adept. An application to the minor

source secures a permit to let this worker stay on in the work at a reduced wage while learning.

A bill to amend the Building Trades Protection Act transfers inspection work to the Province, presumably through the labor bureau, thus taking this work out of the hands of the municipality.

It also makes the Provincial statute the supreme authority when a conflict arises between the regulations and a municipal by-law.

The municipal ordinance was amended to allow the town of Cardston to add penalties for non-payment of taxes in a similar fashion to other towns.

An amendment to the Police Pensions Act permits the investment of the police fund in debentures guaranteed by the Province or the Dominion of Canada.

Lethbridge city charter was put through committee practically holus bolus, the only stand off being as to whether another vote of the burgesses should be taken before it becomes operative. To settle that point the bill was held over.

Labor Votes With the U.F.A. on Resolution re System of Voting

Resolution Defeated by 10 Votes to 43—Liberals and Tories Vote Together—Government's Position re Provincial Police

WEDNESDAY'S SITTING

EDMONTON, March 14.—Alberta's estimates were wound up today immediately after the Premier had made his statement with regard to the Provincial Police. The balance of the day was spent on two resolutions, one by A. A. McGillivray asking the Government to bring in a system of voting which would be on the same basis in the city as in the country. This resolution came to a division, being rejected 10 votes to 43, Labor voting with the Government and the Liberals voting with the Conservatives. The second resolution introduced by Col. Weaver, (Cons.), Edmonton, asking for the Government's assistance toward the education of the children of deceased returned men, was under debate at closing time, the debate being adjourned by George Hoadley.

Before consideration of the estimate of $429,606 for the Provincial Police, Premier Brownlee gave the Assembly the statement promised previously. Consolidation with the Dominion had been discussed for many years, the demand at first taking the course that as the Province had the major force the Dominion should give up their unit and by paying the Province a subsidy have the Province undertake the work of the Dominion police interests in the Province. The Provincial force had been built up until the cost estimated this year was $429,606, to which must be added certain estimates for the upkeep of buildings under the Public Works Department. There were yet again some charges for the liquor enforcement squad. At the same time the Dominion maintained a force.

RESPECTIVE DUTIES OF THE TWO FORCES

The duties of the Dominion force were largely connected with matters under the Inland Revenue Act—post office, customs, and the investigation of applications for naturalization, that is, with regard to the position and fitness of the applicant. The duties of the Provincial force covered the whole field of administration of Provincial laws, the preservation of law and order, and the supervision of the Canadian criminal code. This was the major responsibility in any Province. Besides this there was the function of liquor administration and enforcement.

To a former Minister of Justice, it had been suggested that as the Provincial Police performed the major functions, the Dominion should surrender their minor functions to the Province, but the Minister refused to consider it, advancing good reasons why this could not be done. The Premier had broached the subject at the recent Dominion Conference, but none of the other Provinces save Saskatchewan were in any way interested. Saskatchewan and Alberta agreed to make it a subject for further conference.

In view of the Dominion's refusal to give up their force, and the suggestion of the Minister of Justice that they were prepared to take over the Provincial police duties on payment of a subsidy by the Province to the Dominion, a survey of the situation was made by Commissioner Starnes of the R.C.M.P. The Premier, just prior to the opening of the session, received a memorandum together with a copy of the memo for Saskatchewan. The Premier read this memo. Saskatchewan would have a force of 220 men and would pay the Dominion the sum of $184,161.75, while Alberta would have a force of 201 men and would require to pay the Dominion the sum of $219,794.10.

The Premier thought that in view of the similarity of the Province with that of Saskatchewan, the discrepancy was too great, so he had written again to the Minister of Justice, and the following explanation was given, over the signature of Commissioner Starnes:

COMMISSIONER STARNES' EXPLANATION

"The difficulty which has presented itself to you in this matter has no doubt arisen through the number of men mentioned in the tentative agreement with Saskatchewan, which was quoted a minimum of 220 men. This number, of course, includes the recruiting depot.

"In explanation of the figures quoted to the Province of Saskatchewan and those quoted to Alberta, the same basis was proposed, the difference lies in the number of men which would have to be provided for in Alberta.

"In making the tentative proposal to Saskatchewan, we estimated for 75 additional men at an average cost of $2375.49 each, which works out at $178,161.75, plus $6000, which was considered a pro rata cost of the upkeep of the depot, making a grand total of $184,161.75 for Saskatchewan.

"By mutual agreement during discussion this grand total was reduced to $175,000 the $6000 pro rata upkeep and several small items has therefore been taken off.

"In giving you figures for Alberta I made the same basis of cost as in the case of Saskatchewan. In your Province, however, instead of providing for 75 additional men, it is estimated we will have to provide for an additional 90 men at an additional cost of $2375.49 each, which works out at a total of $213,794.10. In this instance also we had added the pro rata cost of the depot, making a grand total of $219,794.10, or in round figures, $220,000.

"This is a tentative figure arrived at in the same manner as for the Province of Saskatchewan.

"If in the final discussions we omit the pro rata cost and other small matters as we did in the case of Saskatchewan, the cost to Alberta would be in the neighborhood of $210,000.

"In other words, the R.C.M.P. will require to provide for 15 more men in policing in Alberta than they will in Saskatchewan at an average cost of $2375.49 per man. This works out at an extra cost to Alberta of $35,632.35, which added to the $175,000 agreed to for Saskatchewan brings it in round figures to $210,000."

That, said the Premier, explained the higher subsidy which Alberta was asked to pay. Dealing with the question of cost, Mr. Brownlee said the only basis for comparison was the figures given in the estimates. In addition to the $210,000 subsidy, the Province would have to turn over the buildings and barracks, and would probably have to maintain its own liquor squad, so that there would be no saving along these lines. Maintenance of the buildings would also fall on the Province. These would be rented to the officers as is done at present.

VALUE OF CONTROL OVER FORCE

What were the things to take into consideration? Without exaggeration the vital question was the value of control over their own force. He would be the last man to minimize the value of the R.C.M.P. in the early days, and throughout the Province the old glamor remained in the attitude toward the force. Nevertheless, it was only fair to point out the big difference between the force of today and that of the early days of the Province. It could not be denied that for many years the R.C.M.P. had not been engaged in actual police work. Their men had gone overseas in war time, and on return had joined up with the Provincial units. The men now on the roll would have to be retrained to police work. Also the nature of police duty had changed greatly owing to the advent of the automobile.

Coming back to costs. If the Province retained its force, it was expected that in the near future there would be a merging of the liquor squad with the Provincial police. It was also going to undertake certain inspection duties. These changes would mean a considerable saving, and this would have to be considered, when comparing what savings in the ultimate would be. The Premier contended that Premier Gardiner was finding difficulties, and that it was necessary to go in person, with the Attorney General, to Ottawa to smooth these out.

Alberta's problem was different from that of Saskatchewan. The latter was mostly rural, the topography was different, and Alberta had more varied forms of living. In the coal mining centres, for instance, there was the occasional industrial strike. From past experience the Premier said he preferred that if the good feeling so necessary during a strike was to be obtained, it was essential that control should be right at hand where the officers could sit down with the Department and discuss the situation rather than that this control should be in a department 2000 miles away.

The Premier summed up the situation, stressing again the question of control, and saying that in Saskatchewan the Government had, pending completion of negotiations, introduced an amendment to the Interpretations Act to the effect that whenever reference to the Saskatchewan Police was made it should be taken as including the R.C.M.P. This so that the Government could complete agreement if

Educational Needs of Independent Children Will Be Considered

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News from Alberta Wheat Pool Head Office

The Interim Payment

News & Views

A Table

Food Ration Coupons

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Red-tape Bills and Trade Bill Are Defeated in Assembly

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If the latter were the case and some institution or institutions with finances and assets sufficient to guarantee a million or so to begin with the case would be all right. But in view of the lack of assurance in this regard he could not give his blessing and say go ahead.

DUGGAN DEMANDS GUARANTEES

D. M. Duggan (Cons.), Edmonton, thought the proposal had in it too much speculation, in relation to need. As a Province he believed we were developing as rapidly as could be expected. This venture was designed to make money rather than to furnish a service. Therefore he demanded guarantees on the part of the promoters.

Mr. Duggan claimed that the government could raise capital to build a road like this easier than the private interests. They could, in his opinion, secure money at a rate which would build the road for 60 per cent less. If the Government would assume responsibility he was prepared to support it.

McGILLIVRAY EXPRESSES VIEWS

A. A. McGillivray (Cons.), Calgary, expressed the view that an offer of this kind should not be lightly thrown aside. This was not a toll road as those who did not wish to pay could still use the King's Highway. He was only concerned with the question as to whether the system of financing might be one which would redound to the disadvantage of the Province, leading to the investor deciding that Alberta was a poor field for investment. He favored the building of a section only at present. The Calgary-Banff portion could be granted now, and the promoters could come back later as a result of experience. He intimated that in committee later he would move an amendment to put the issue of stock subject to the permission of the Public Utilities Board.

AT LEAST NOT ALTRUISM, SAYS GIBBS

C. L. Gibbs (Labor), Edmonton, said the promoters were a hotel man, a barrister and a real estate agent—men not likely to venture into a thing like this on account of their health. At least it was not altruism. He did not think the Public Utilities Board had any business with other than public utilities. This was no more a public utility than a dance hall or a vaudeville theatre, a statement which sent Mr. McGillivray to the volumes of statutes on the table. (It was shown that the Board has the power to investigate the standing of companies and the value of their shares before issue.)

The profit to be made was not alluring, but if the Government, aided by the Public Utilities Board, sanctioned the charter, he knew what use high powered salesmen would make of that fact in selling the stock. He had no objection to the building of speedways. He did object to putting the seal of approval on the issue of bonds, knowing that more money might be made by the promoters from the peddling of stock than is profits from the road. The Province had been skinned more than once by wildcatters. Residents of Alberta, as well as easterners, would be ballyhooed into buying them.

PARKYN OPPOSES THE BILL

R. H. Parkyn, (Lab.), Calgary, said some people fancied that the golden age lay behind them. The King's Highway had been free for many decades, whether the King had anything to do with it or not. This was a retrograde step. The farmer and not the tourist made the country. No economist of any repute held that prosperity could be linked up with pleasure seekers. Parallel railroads had been the curse of the country, and this was dangerous here.

PREMIER GIVES HIS VIEWS TO ASSEMBLY

J. E. Brownlee spoke as a member of the Legislature and not as a member of the Government, although he thought the other Ministers shared his view. This was a private bill. He was opposing on only one thing, that the bill was premature. He did not see anything wrong with the principle of a toll under the circumstances. He did not like the idea of shifting of responsibility from the Legislature by throwing the responsibility on to the Utilities Board. They had responsibilities as legislators to perform when it came to the granting of franchises with railway powers. He felt that the members of the Legislature had received as much information from the promoters when they were on the stand as the Utilities Board could in the course of the next year.

Neither did he agree with the sponsor of the bill that it would be 20 years before the Province could undertake hard surface highways. It was true that it might not be able for a few years, but the time was not far distant which would witness improvement.

UNHAPPY HISTORY OF SOME FRANCHISES

The history of the Province had given examples of granting franchises which were quite all right and which had given promise at the beginning. But the end had not been so successful. If this road got under way and failed, the inevitable would be that the public, having been educated to the use of this type of road, would begin clamoring for relief. The same thing which had happened in the past would be repeated. The Government would have to assume responsibility.

The Dominion House had at one time given charters to all and sundry, but as the result of that indiscriminate policy the Dominion had been cluttered up with defunct schemes clamoring for relief. Today a charter had to be of the soundest nature to get by the Dominion House. The reason why many charters were refused in the Dominion was on the ground of prematurity.

The Premier had got in touch with every state in the union. The only place where a demand for super-highways existed at all was in the eastern states where the population and traffic were heaviest. We in Alberta did not have an acute traffic problem like that. The sparseness of population meant that the venture would be fraught with danger. The auto user was generally too impatient.

The basis mentioned by Mr. McCool respecting the number of cars travelling to and from Banff meant that the application for such a road was 300 per cent in advance of the traffic, and this was in his opinion over-optimism.

PECULIAR WAY OF MEETING DEFICIT

"The Government does not propose to guarantee this venture in any shape, form or manner," said the Premier. The promoter told the committee that the road would be financed by the sale of bonds. Asked as to how any deficit on the cost of operating would be met, they had said by the sale of capital stock. This was peculiar, that with a possibility of losing from $60,000 to $70,000 a year there was not a shadow of suggestion in the bill regarding the creation of a reserve.

The Premier counselled delay. This year the Province would be able to gauge the traffic on the surfaced Government road to Banff, and by next session would be in better position to determine what action to take. In the meantime they were prepared to return the fees to the promoters and "say to them to wait for a year or two and if the traffic warrants the project we will reconsider a charter, as we do not object to the toll feature."

In the light of all the information should the Legislature endorse the idea they would lead the unsuspecting investor into this thing to the grave danger of his investment.

A. A. McGillivray again stressed the duties of the Public Utilities Board. This body would determine if the thing was sound and the investor would be protected to the extent that if the Board did not think fit they would refuse the permit to market the shares.

G. Forster (U.F.A.), Handhills, approved of the principle of the bill, although he disagreed with some clauses. If the promoters could interest some big corporation like the Canada Cement Company, he thought the thing would be perfectly sound. He would favor the measure.

P. J. ENZENAUER EXPRESSES VIEWS

Pete Enzenauer (U.F.A.), Alexandra, said that if a charter had been asked for a profit making road going in a circle it would not have been objected to. But a road going in a straight line was objected to, because it came within the definition of Webster that a road was a highway leading from place to place.

The Minister of Public Works protested against Webster being quoted as an authority on roads.

Mr. Enzenauer repeated that if a speedway was desired no one would object seriously. If certain people wanted to commercialize the desire to travel in luxury they had every right to draw on their resources. This talk of protecting the investor amused him. He thought the western investor was capable of looking out for himself. The Board of Public Utilities were men able to determine the facts and the condition of the investment. He as a layman was not. Therefore he thought that the Board should function in this case.

The proposal that the Government could get cheaper money and finance the scheme was not good enough. The same might be said of every industry. This was not a public road—it was a commercial venture. If people were to be denied the right to spend honest to goodness money on luxuries, then he contended they would go elsewhere to spend it. Better to keep the money at home. Mr. Enzenauer had enough confidence to believe that a wildcat scheme would never get by the Board of Public Utilities.

The Premier differed on this point. There was nothing involving a knowledge of calculus, and no further information could be furnished the Board than had been laid before the members.

A. M. Matheson (U.F.A.), Vegreville, moved that the committee rise. If this had been agreed to the bill would have been killed, but the Assembly did not agree.

Thereafter the committee and the Assembly adjourned.

Trackways Bill Is Killed in Committee —Vote Stands 29-25

Non-Party Vote on Motion by Premier—Many Speakers Pro and Con

MONDAY'S SITTING

EDMONTON, March 19.—Alberta Trackways bill took the major part of the afternoon in Committee of the whole, the debate centering as agreed upon, around the principle of the bill. Near the outset, A. A. McGillivray moved an amendment along the lines of his speech the other day, namely that the principle of the bill as expressed in the preamble be granted subject to the later approval of the Public Utilities Board. After a lengthy debate conducted along strictly non-partisan lines, the Premier moved that the Committee rise, it being understood that if that motion carried the bill would thus be automatically killed.

The vote on being called for was too close to be determined without a standing vote, and on the latter being taken the bill was thrown out by four votes, 29 voting for the Premier's motion and 26 voting against.

SHIPMENTS OF ALBERTA COAL EAST

The Premier at the opening of the sitting was asked by Mr. Shaw that as it had been reported that the coal rate had finally been set by order-in-council what steps the Government were taking to meet the situation.

Mr. Brownlee stated that in view of the anticipation of this action the Government had already provided a bill which would come into effect on proclamation. This provided the necessary regulations for the shipment of only the very best coal and other considerations relating thereto, and this would take care of the situation for this year. Next year the ratification or amendment could be dealt with.

The Premier said that if the impression had been made during his speech that the benchers of law society had given their approval of the Government's Discipline of the Professions Act, he had not intended to convey that impression. He read a telegram from the society pointing out that the statement in the press was not their attitude. They had been opposed to certain clauses.

TRACKWAYS BILL AGAIN DEBATED

The Trackways Bill then came up. The arguments were much the same as formerly, only one or two minor changes being offered. A. A. McGillivray moved his amendment. D. M. Duggan switched over from opposition to the bill to give it support on the grounds of the amendment. So did Mr. Trevey who had no liking for it as it stood.

The longest speeches in support of the bill were made by George Webster, (Lib.), Calgary, and the sponsor, A. B. Claypool, (U.F.A.), Didsbury. The former went into detail as to the progress of traffic from the day when he asked a former Minister for a little assistance for the Calgary-Banff road some years ago. He had been called a crank about roads even then, and had been told that his visions of traffic were premature. But the fact that 50,000 cars had gone over the road last year had justified those early impressions, and he was quite confident that the increase of traffic in the near future would justify the optimism expressed at this time.

The member from Didsbury answered the opponents of the bill very fully, dealing with the arguments advanced during the debate.

The Premier restated his views in opposition to the bill, as did Gibbs from the Labor benches. New speakers for the bill were A. M. Matheson, Vegreville, A. L. Sanders, Stettler; D. H. Galbraith, Vulcan; Donald Cameron, Innisfail; P. M. Christophers, Rocky Mountain; and W. W. Trevey, Edmonton.

New speakers opposed to the bill were Sam Brown, High River; Lorne Proudfoot, Acadia; R. G. Reid, Provincial Treasurer and W. M. Washburn.

WOULD NOT RELEASE MONEY FOR MARKET ROADS

Premier Brownlee said he believed in the sincerity of the mover and seconder, A. A. McGillivray and A. B. Claypool. This was not a test of strength of the parties in the Assembly. He did not accept the bill nor the amendment to the bill. *Money would not be released for the building of market roads on account of the granting of this bill.* The application for the bill was based merely on an estimate of traffic, and the figures showed that it would take a 300 per cent increase to make it a paying proposition. It was altogether too premature.

A. M. Matheson, (U.F.A.), Vegreville, contended that not more than 10 per cent of the bonds would be marketed in Alberta. He showed the amounts of capital invested last year in Dominion, Provincial and Municipal bonds besides the monies spent on automobiles, chain stores and a host of other things which the public were asked to subscribe to. No one could stop people investing money of their own.

D. H. Galbraith, (U.F.A.), Vulcan, briefly gave his reason for supporting the bill, while D. Cameron, (U.F.A.), Innisfail, pleaded the market road needs as his principal reason for support.

P. M. Christophers, (Lab.), Rocky Mountain, said the discussion had narrowed down to the financial fitness of the company. He was not interested in that. If the bill ever came into committee after the principle was decided, what he would do would be to see that amendments protecting wages were inserted. That was Labor's function as a group. If the Public Utilities Board was not capable of determining whether this was a safe venture then the Board should be reconstructed.

J. T. Shaw, (Lib.), Bow Valley, held that but for the powers of expropriation asked for this application would not be before them. The company could otherwise be formed under the Companies Act. The Government was not responsible for the bondholders of every company formed. Neither would the Government be responsible for the bondholders in this case.

The Premier asked what Mr. Shaw thought about what would happen if the road failed. Would the people be content to allow the road which they had begun to use to lie and deteriorate without making an appeal to the Government to take it over?

Mr. Shaw said they might make an appeal, but the Government did not have to yield.

WOULD SPUR DEMAND, STATES McPHERSON

O. L. McPherson said that those who used the Government road which would parallel the proposed highways would not come to demand a high type road, in fact he thought they would be spurred on to demand that because of the example.

The Board of Public Utilities were all right in their particular field, but to his mind it was not only a question of financing but also of road making and traffic. His department had engineers and officials just as able to furnish that kind of information as the Public Utilities Board.

THAT SO-CALLED "NO OBLIGATION"

C. L. Gibbs, (Lab.), Edmonton, dealt with the argument that when private ventures which had been sanctioned by municipalities had failed the municipalities were under no obligation to take them over. One city he mentioned was suffering under a staggering burden on account of the use of that type of argument. He illustrated this by some remarks about subdivisions which ran all the way from Jasper to the Aurora Borealis.

One danger lay in this—the company would not only be granted powers to build the road, *but they would form subsidiaries which would deal in real estate and other ventures, and the road would merely be a focus for such speculative schemes.* Probably when the subsidiary schemes were perfected the main idea would be allowed to fall to pieces, and the Government would have to pick up the broken bits.

A SUGGESTION FROM SAM BROWN

Sam Brown, (U.F.A.), High River, advocated that if the time arrived when such a road was necessary the Province should build it, charging a toll until the capital was repaid; then the road should be made free.

R. G. Reid, Provincial Treasurer, answered the statement that the Province's transportation facilities had always remained behind the necessity. He looked at it this way — that the facilities had always been away ahead of the Province's ability to pay for them.

BONDHOLDERS NEVER PAY FOR ANYTHING

Bondholders never really pay for anything. The payments would be made either by the people who used the road or the people of the Province. *There was no wisdom in duplication—thus having to pay for two roads where one would suffice. Looking back, no schemes had ever been disastrous from the point of view of the promoters.* There was of course no Public Utilities Board in those days.

These roads were all confined to the southern part of the Province and lack of success might greatly hinder the proper development of the north.

If the promoters had given the necessary assurances of the financial ability he would have given consent.

KEEP CONTROL IN GOVERNMENT'S HANDS

Lorne Proudfoot, (U.F.A.), Acadia, said as the hard surface road was not a present necessity in view of the traffic the Legislature were wasting time discussing it. The Province should build it when required, as the profit element would be eliminated and the Department already functioning for that purpose. The present line of highways should be the foundation of the road. The development had been — first the dirt road, then on top of that the gravel; then the later development of the use of crushed stone and asphalt. There was no need to build another alongside or paralleling the Government road, when the foundation

was already laid. Any other course was an economic waste.

When the time came to build such a road he contended it would be time enough to decide whether the road should be paid for out of general revenue or out of the issue of certificates to tourists or both. He was opposed to the bill.

A. L. SANDERS FAVORS BILL

A. L. Sanders, (U.F.A.), Stettler, was in favor of the bill because of the increasing demand for roads in other parts of the Province, especially in his own constituency. In view of the payments of motor and gasoline taxes he thought the market and secondary roads should receive more consideration.

W. M. Washburn, (U.F.A.), Stoney Plain, spoke up for the tourist. He saw no reason for the toll in view of the ability of the tourist to travel from the country to the south on hard surfaced roads free, and then on entering Alberta would have to pay a toll for the same privilege. That would give the Province a bad name.

The Premier's motion that the committee rise carried, and the bill was thus thrown out.

AUDITOR'S INCREASE IN SALARY

Quite a little flurry arose on the amendment to the Treasury Act being proposed granting an increase of $1,500 a year (from $5000 to $6,500) to the Provincial auditor. This was to be made retroactive.

The Treasurer admitted that the Government had increased this salary during the year on account of certain eventualities. It had been emergent as they might have lost the services of this valuable servant. Provision had been made by order-in-council, and the salary paid. Now the Assembly was asked to increase the salary permanently and make the raise retroactive.

Joseph T. Shaw refused to give approval to this method. He insisted that the Legislature only had power to make changes in the salary of an official responsible to the Assembly. Not only that, but he held the official guilty of malpractice for accepting the salary increase in that manner. He would support any move for the dismissal of the official.

FARM LOANS BILL IN COMMITTEE

The Farm Loans Bill was dealt with in Committee. An added clause provides for the making of advances from time to time for the expenses of administration. Discussion centred for a little while around the provisions in the act for the granting of loans to an individual direct through any co-operative society or colonization society which may be designated from time to time by the Government or by both.

Members on the Liberal benches thought the act should approximate the language of the principal act (Federal) in the wording, but the Treasurer said the effect was the same. They could not follow meticulously the wording.

SUGGESTION OF SUMMER SESSION

The Police Act received second reading. The Premier said the result of the conference of the Premier of Saskatchewan with the Dominion would clear up some points, and he thought that if it was possible to get an understanding with regard to the supervision and personnel that was fair they would make an agreement. This bill would take care of the initial steps, and when the Assembly meets in the summer (this was an aside) the matter could be fully dealt with.

On the motion to give the bill reading, Labor went on record as being opposed.

The Premier withdrew the Debt Adjustment Act. Owing to the opposition of the banks and bonding houses and other interests the Government had discussed with representatives of these people the bill before the House, as well as general legislation of a similar nature. They had agreed to withdraw the measure for one year, during which conferences would be held between the interests mentioned and representatives of the farmers. He hoped to dispel a number of illusions in the minds of the interests.

The bill to Discipline the Professions was under fire in committee. The Minister moved to strike out the clause which gave the Board power to formulate rules defining unprofessional conduct.

SOME PROVISIONS OF PROFESSIONS DISCIPLINE ACT

When there is no provision under a professions' own act for discipline, the Government Board shall have power to deprive, either temporarily or permanently, any member of the profession or calling of the privileges granted by the said act, or to fine him the sum of not more than one thousand dollars in addition to or in lieu of any such deprivation, upon finding him guilty of unprofessional conduct or otherwise unfitted for any reason whatsoever to practise his profession or calling.

The right of appeal from the Professions Board to the Government Board is provided for, but the applicant can, within a certain period, intimate to his own Board that he intends to so appeal, whereupon the Professions Board shall prepare a report on the case to be placed in the hands of the Provincial Board.

Power is given to assess costs against the parties concerned, whether plaintiff or defendant. This is intended to prevent the too frequent use of what Mr. Shaw referred to as "popular" complaint on the part of individuals against members of the professions.

While evidence shall be introduced by affidavit, the decision of the Board shall not be made on the affidavit alone.

A clause offered by Gordon Forster, (U.F.A.), Handhills, dealing with trust funds and the persons handling them, was withdrawn by him, as well as one asking for the publication in the *Alberta Gazette* of the names of all parties disciplined.

PERSONNEL OF THE BOARD

The names of the Discipline Committee of the Board were stated as follows: Judge Walsh, chairman, subject to his consent; Dr. Stewart, Lethbridge; Col. Mewburn, Edmonton; H. M. E. Evans, Edmonton; and another yet unnamed.

It is expected that the Real Estate Agents Bill will be withdrawn.

AN ENGLISH AUTHOR ON CO-OPERATIVE MARKETING

"Our farmers—much as the word 'co-operation' now stinks in their nostrils—will eventually be forced into some scheme of combined marketing against those middlemen and those shopkeepers who are now 'cutting the guts' out of their trade. And with the combined marketing must come combined publicity."—Gilbert Frankau, well-known English author, in an article on British agriculture entitled, "Merrie England."

Department of Mines Will Be Created When Resources Obtained

Premier Makes Announcement During Discussion of Miner's Wages Bill—Why Labor Objects to R.C.M.P.

TUESDAY'S SITTING

EDMONTON, March 20.—In order to get the work finished in time for "spring threshing" the legislative grist is being pounded out in great shape. This morning the bill to provide security for the wages of miners was put through committee, the discussion leading to several important statements by the Premier.

The Government made important statements during the day on Railways, and the Spray Lakes question, and there was a debate on the amendments to the Workmen's Compensation Act. (These will be dealt with in separate articles, printed in the earlier pages of this issue—Editor).

TO CREATE A DEPARTMENT OF MINES

That it is the definite intention to create a new Department—that of Mines—was made clear by Mr. Brownlee. The formation of this Department will be delayed until the return of the natural resources is assured. Immediately on the transfer, the Department will be set up, and the appointment of a high class man as deputy made. The Premier stated that there was opportunity for a great deal of constructive work in the development of the coal mining industry.

The Chief Inspector of Mines performed a valuable service in the way of regulating questions regarding the health and safety of the miners. When it came to questions relating to the overdevelopment of mining and the securing of markets as well as the elimination of the small inefficient mines the work was beyond the scope of the Chief Inspector. The Executive Council had spent considerable time looking around to locate the type of man necessary for the position of Deputy, and the Premier intimated that they had such a man in mind.

Even if the natural resources were not returned immediately, the Government might create the Department and link up its work with that of the Trade Commissioner. This would give greater scope to the work of that office. Mr. Brownlee gave no hint as to the time nor manner, nor yet to the person in line for the appointment.

The bill puts the main powers in the hands of the Minister, who acts as arbiter before the Board of Public Utilities takes a hand in a case. Provided the mine owners give the necessary assurances that sufficient security for a month's wages will always be available, no further action will be necessary. Application can be made by a mine owner to the Board of Public Utilities for exemption certificate covering a period of not more than twelve months, but even here the Minister has power to cancel this exemption if found necessary.

Third reading was given to the Farm Loan Bill and the Treasury Department Bill.

The Discipline Bill was further amended to make the decisions of the Provincial Board final and conclusive.

The Boilers Act was productive of a long long wrangle, especially with regard

to the separation of the classifications of traction boilers and stationary boilers.

The last big drive in opposition to the Police Act was launched by the Labor Members on the bill reaching the committee stage.

PROGS DELAY ON POLICE QUESTION

Fred White wanted delay until the summer session. The Government should go slow, and if the Provincial force were to be eliminated, the matter should wait for the ratification of the Legislature.

The Premier said that if a summer session should be decided upon the matter would be held pending that. If there were no session and it was necessary that the consummation be held up, then he thought it would mean a loss to the Province of around $175,000.

The members had had the question before them long enough to know how to vote. The Government would exercise every precaution before acceptance.

The whole matter simmered down to whether satisfactory assurances could be obtained from the Dominion Government regarding local autonomy, the maintenance of law and order, enforcement of the Liquor Act and the peculiar problems due to industrial conditions which differed from those of most Provinces.

The proposed agreement was for seven years.

R. M. Parkyn, (Lab.), Calgary, asked if the Premier would say he would not enter into an agreement if the Dominion refused to give up all control in the Province. The Premier replied it was ridiculous to think the Dominion would give up all control.

Mr. Parkyn then asked if he understood correctly that the Province wanted full control over the R.C.M.P., to which the Premier replied that if he would substitute "satisfactory" for "full" he would have the situation correctly.

LABOR CHARGES R.C.M.P. ARE POLITICAL ORGANIZATION

F. M. Christophers (Lab.), Rocky Mountain, said he had heard and read that the R.C.M.P. was not a political organization, to which view he did not subscribe. The "Mounties" were becoming more so all the time. As far as Labor was concerned, the organization never wanted to see them again, and Labor was diametrically opposed to their being brought back into the Province without the consent of the Legislature.

Col. C. Y. Weaver (Cons.), Edmonton, urged that the Government be mindful of the financial saving to be made by amalgamation and then perhaps more might be done with Old Age Pensions and educational assistance to dependent children of ex-service men.

Premier Brownlee said he had no comment to make on the allegation that the R.C.M.P. organization was dominated by political influence. To do so would be to cast a reflection on another Government. But the Province would press for a fairness of treatment such as prevailed in the days of Commissioner Perry.

One of the problems of greater importance in Alberta than in Saskatchewan was the question of industrial strikes. If satisfactory assurances were not forthcoming on this question, he felt the Government would be justified in turning down the proposal on that question alone. The whole effort of the Government would be to get a satisfactory agreement with the Dominion.

Progress was then reported.

Assembly Prorogues Sedately at Close of Important Session

Lieut.-Governor Gives Assent to Bills In Usual Way

WEDNESDAY'S SITTING

EDMONTON, March 21.—Coming in with the noise and bustle of excitement and expectation some weeks ago, and Second Session of the Sixth Legislature very quietly joined its predecessors in the limbo of the lost today. Precisely at a quarter past twelve the Lieutenant-Governor, accompanied by a solitary aide, entered the chamber dressed in the regal finery of office.

Seated on the throne, from which the Speaker had been ousted, the representative of His Majesty gave royal assent to a pretentious grist from the legislative mill, amounting to 81 bills. Speaker Johnston also informed His Honor that the Assembly had made provision for supply to the many services of His Majesty, to which the Lieutenant-Governor expressed his joy by doffing for a bare instant his feathered headpiece.

His Honor then gave expression in the name of his Majesty to heartfelt thanks for the labors of the session, hoped His Majesty's advisers would spend the public monies voted not only wisely but well, and then, with paternal favor dismissed the members to their several homes under the hope of the blessing of Divine Providence.

DIGNITY DEFIES EVEN PRESS GALLERY

The Premier having announced the prorogation, the Lieutenant-Governor having retired, and the Speaker and with Sergeant-at-Arms having vacated the Chamber, the galleries expected at least a shout of joy as school let loose, but the dignity which had over-shadowed this particular session all the way through remained unbroken, and in spite of a faint attempt on the part of the press gallery to provoke the time-worn custom of showering each other with papers, the members sedately packed up their papers and their troubles and walked demurely from the Chamber.

At the outset of the morning, six bills remained on the order paper. The Premier's statement of last night on the railways was debated. The Workmen's Compensation Act was recommitted on division to make an amendment to the clauses dealing with the farming industry.

[These matters are dealt with in separate articles.—Editor.]

Encouragement of Co-operative Enterprise Aim of New Legislation

Important Measures Adopted on Initiative of U.F.A. Government at Session Just Closed—Supervisor of Co-operative Activities to Be Appointed

Under the terms of an Act to Provide for the Supervision of Co-operative Marketing Associations and Co-operative Societies, passed by the Legislature at the session just closed, the Government is empowered to appoint a "Supervisor of Co-operative Activities," whose duties will be:

(a) To examine all applications for registration made under the Co-operative Societies Act and the Co-operative Marketing Associations Act, and after inquiry to approve or refuse to approve of such applications.

(b) To confer with and advise any person interested in any association and the directors of any association with reference to the activities of any association, "*and generally to provide and encourage the development of co-operative enterprises.*"

(c) Upon requisition in writing signed by ten members of an association or upon the order of the Minister charged with the administration of the act, to hold an inquiry into the affairs of the association and report to the Minister.

(d) To receive and consider all returns made by any association pursuant to this or any other act, and to compiles therefrom statistical reports.

(e) To prepare and deliver to the Minister as soon as possible after the close of the fiscal year a report covering:

(I) The applications for registration and the action taken by the supervisor upon such applications as have been made to him:

(II.) Enquiries made by the supervisor with respect to any association and the result thereof.

(III.) The total number of associations operating in the Province and the financial standing of each association.

(IV.) General statistics as to the activities of associations.

May Order Inquiry

If, after investigation of the report of a supervisor, it appears to the Minister that an association which has been investigated is being mismanaged or not being conducted in accordance with co-operative principles, he may in his discretion direct the supervisor to call a general meeting of all the members of the society and submit his report to the meeting and give any information he may have with reference to the affairs of the association.

The Co-operative Association Act of 1922 is amended to provide that any ten persons may form a society, the minimum under the act having formerly been twenty. It is also provided that the registrar shall not receive and file any memorandum of association until it has been approved by the supervisor.

The Co-operative Marketing Associations Act is also amended to provide that the approval of the supervisor must be given before any co-operative marketing association can be registered.

The new act passed committee of the whole on March 16th, and was given third reading at the close of the session. George Hoadley, Minister of Agriculture, was in charge of the bill.

As we grow in wisdom we pardon more freely.—Mme. de Stael.